able Factors. FEELING IS NOW OPTIMISTIC

Death of H. H. Rogers Had Lit tle Effect on Speculative Sentiment.

NEW YORK, May 23 .- Prices of stocks fluctuated widely last week, rising one day and falling the next, with a tendency to return to a fixed level. An advance in a few of the most conspicuous securities served to preserve a semblance of general strength. The professional traders have been watchful for reaction, Given this somewhat suspicious attitude towards the market and its resistance to unfavorable factors was doubly impressive in reviving conndence. The small effect produced by the sudden death of h. H. Rogers made a special impression on speculative sentiment as proving the resisting powers of the market.

Trade and industrial advices point-Trade and industrial davices pointed to the rising tide of the betterment at work. Steel trade conditions were accepted freely as the key to the situation. Special significance was given to the decision of the independent steel. to the decision of the independent steel manufacturers to restore wages. It was inferred from this that the reduction of wages by the United States Steel Corporation, supposed to be in contemplation, would be avoided. The week's speculation converged largely on the United States Steel shares in conformity with the importance attached to steel trade developments. The rise in the price of United States Steel shares to above 60 was regarded as an event.

Steel shares to above 60 was regarded as an event.

In the New York money market an easier tone has followed the hardening which came in response to the first demand for reviving trade. The easy tone is due, in some part, to supplies secured by bankers' loans in foreign money markets. The enormous volume of this country's imports of merchandise and the falling off in exports of breadstuffs make another factor of strength in the foreign exchange market. Interest rates, however, are relatively lower abroad than here. The effect is to relieve the credit accounts of the banks. The relief is timely, as the national banks of the pountry have a volume of deposits and of loans outstanding in excess of any previous record in the history of the country.

Dry Goods Review.

NEW YORK, May 23.—The cotton goods market closed much stronger than it opened a week ago. There is no longer any question concerning the maintenance of prices on bleached sheetings and other fabries that might have been affected by the revision in printed goods announced two weeks ago. Drills and sheetings are held firm. Sales of print cloths and coaffertibles were in excess of the production at Fall River, and some long from the sales of the production at Fall River, and some long in contracts on these goods were entered into by Southern mills. Recent developments in raw cotton have made all advance orders seem more secure than for many seasons past, and the confidence expressed in the fall trade is widespread. Cottons went higher during the week on very moderate trading. Buyers are not willing to pay the high prices mills are asking, but it is thought, as general trade broadens, the deadlock will be broken.

RESTORE CRUDE OIL DUTY

Said That Senate Will Go to Rescue of Independent Producers.

[Special to The Times-Dispatch.] WASHINGTON, D. C., May 23.—The Senate will restore the duty on crude oil. The Republican members of the Finance Committee agreed some time ago that if the independent oil producers, who have been making a porducers, who have been making a porducers, who have been making a porducers, who have been making a porducers. .15 (68 20% 674 124 13 7134 41 7872 Ex-dividend, ago that if the independent oil pro-ducers, who have been making a per-sistent fight here, would show a suf-ficient number of votes in the Senate in favor of a restoration of the duty to carry an amendment through, the committee would adopt it. The inde-pendent producers have asked for 50 per cent.

The independents have made their fight as the enemies of the Standard Oil Company, which they assert wants free crude oil. They have changed the views of many of the Western Sen-ators by passing among them a letter written by Miss Ida M. Tarbell. The latter's brother W. W. Tarbell secrelatter's brother W. W. Tarbell, secre-tary of one of the independent oil com-panies that is the largest competitor of the Standard stated the position of the independents last night. He has

panles that is the largest competitor of the Standard, stated the position of the Independents last night. He has been in Washington urging the Sente to restore the duty which the House struck out.

Would Destroy Competition.

"If Congress desires to destroy competition and establish the Standard in absolute control of oil refining in this country, let it put oil on the free list; that will do it." he declared.

"Free oil will sound the doom of the gradeendents, Competition to the trust in the reining of oil is steadily developing. To-day there are more than 100 independent refineries which turn out 25 per cent. of the refined producing business will be transferred from this country to Moxico, where the greatest oil field the world has ever known awaits development. The suggestion has been made that the independent refiners of the United States can go to Maxico for crude oil as well as the Standard. Well, they can't. The Mexican oil fields have been disposed of by concessions to three concerns, each of which is controlled by the Standard. Will the cheap labor of that country the trust can produce all the crude oil twants at 16 cents a barrel.

"If the duty is removed the Standard can refine this cheap oil in Mexico for the export trade and pipe it into the United States and reline it here for the domestic market. Meanwhile production of crude oil in this country will have been paralyzed and the independent refinery forced out of business. The Standard to-day is building a refinery at Baton Rouge, La. at which it proposes to refine Mexican oil for the Southern refinery now, and the market in the South is supplied by refinerios at St. Louis and Whiting, Ind. The Independent companies refines 10 per cent, of the crude perfortion of the Southern refinery now, and the market in the South is supplied by refinerios at St. Louis and Whiting, Ind. The Independent companies, refines 10 per cent, of the crude perfortion of the Southern refinery new, and the market in the South is supplied by refinerios.

PRISONER AN INVENTOR

Army Deserter Devises Death-Dealing

Missile in Cell.

NEW YORK, May 23—Zaccheus Favor, the former private in the Coast
Artillery Corps of the United States
Army, now serving a sentence of two
years in Castle William, on Governor's
Island, for desertion, is about to apply
for a patent for a death-dealing missile which he and his friends in the
prison, as well as a firm of New York
tawyers, who have agreed to exploit it,
declars to be the most destructive engine of warfare over invented. Favor
cascribes it in general as a flying electrical torpedo that explodes twice
"Though I am a prisoner, sent here

"Though I am a prisoner, sent here

"Though I am a prisoner, sent here

THE STOCK MARKET OF THE WEEK.

(From the New York Evening Post of Saturday.)

STOCK EXC	HANGE 7	RANSAC	TIONS.		
	This	Last	Last	Two years	Three
	week.	wenk.	year,		onra ngo.
Shares	3,001,610	4,660,640			3,715,060
Railway and miscellaneous bonds,	\$20,626,000	\$31,726,000	\$23,628,000		\$10,938,000
Government bonds sold	1,082,000	833,000	1,178,000	843,000	1,575,000
For the calendar year to date:		THE PROPERTY	到50%(6.20)		
A STATE OF THE PROPERTY OF THE SAME OF THE	1009.	1908.	1907.	1306.	1905.
Shares	75,630,275	70,682,960	104,057,669	127,045,501	124,038,836
Bonds	\$571 941 000	435 COL 600	\$201,989,500	\$339,965,000	\$484,414,000

THE STOCK MARKET OF THE WEEK.

Rativay and Miscellaneous Shares.

The following table shows the week's highest, lowest and closing prices.

15 X C	vidual s hange t	nalam ar	table nd net ek. H	shows the week's higher changes of all securities igh and low prices are a	e enla	vest an on the on for	Now Y	ork Stock	5
Mig	1908.	190	100			Week el		ny 22. Ne	
1656 5234	5 14	169 <u>6</u> 52%	1234 38	Allis-Chalmers Co Allis-Chalmers Co., pr.	7,600	161/2 5256	16 51	161/4+ 7 51/6+ 3	
1014	4514 4	8514 1446	66 714	Amalgamated Copper American Can	. 30,780 . 30,780	8814 1434	81% 13 81%	1378	
76% 50% 109	254	83% 56%	7116 4414 10716	American Can, pr Amer. Car and Foundry Amer. Car and Foun, p	. 15,810 r 100	56% 1164	54% 11638	55 + 7 11614+ 1	
44%	24% 88	117 6854 10354	4214 98	American Cotton Oil American Cotton Oil, pr American Locomotive	. 8,800 100	103	61% 106	103 - 1	
59% 113	31% 85%	5878 117	49 1094	Amer. Locomotive pr	. 000	57% 115	56% 115	67%— 1 116 — 1	
107 110%	5516° 87%	9516 110%	77% 101	American Smelting	. 30,250	93% 110	10914	10074+ 7	
131	105 101	136 131 14254	球线 127 125	Amer. Smelting, pr American Sugar American Sugar, pr Amer, Tel. and Tel	2,300 200 14,000	134 0294 140%	129 139	12914	
9714 5314	7214 2714	104	901/4 3774	American Tobacco, pr Anaconda	2,460 18,200	10116	10056	101 - 34 5136+ 3	
0114	66 8334	11014	97% 100%	Atchison	73,430 925	110¼ 104¾	10814 10414	10176十 %	
1176	5914 7614	12014 11544	1074	Tachison, pr	9,490	1201/2 1159/2	11444	113大	1
2714	20 12	2054 2054	92 18% 67	Baltimore and Ohio, pr., Bethlehem Steel Brooklyn Rapid Transit.	100 13,766 15,320	9336 29% 7934	2614 7504	2014 + 214	
60% 14%	3714 2514 314	8014 1114	56% 414			80%	78 14 434	7812+ %	1
5216 8514	100½ 135½	15314	141 1731/6	Chicago Great Western. Chi., Mil. and St. Paul Chicago and Northwest.	4,000	151% 183%	149%	16114+ % 18214+ 12	
7015 42	4714 15%	701/4 461/4	68 29	Ciev., Cin., Chi. and St. L.	45.100	74 42	73 401/a	73 - 1 41%+ %	t
75 59	35 21	75 6814 86	67 57% 76%	Col. Fuel and Iron, pr Colorado and Southern Col. and South., 1st pr Col. and South., 2d pr	1,476	75 651/4 5414	75 6414 8334	75 + 8 65 + 1/2	1
76 671:	50% 39% 96	841/4 1651/4	73¼ 114¼	Col. and South, 2d pr Consolidated Gas	1,500 31,600	81 1481/4	80%	81 •145%— %	ŭ
81% 40%	1411/4 143/4	200 54	3754	Delaware and Hudson Denver and Rio Grande,	8,100 9,725	1981/6 501/4	19434 4836	196 — 2 4954— 34	b
8314 3514	3914 2714	90 40%	791 <u>6</u> 321 <u>6</u>	Den. and Rio Gran., pr	975 0.975	8734 40%	87 39	871/2+ 1/4 401/2+ 1/4	l'i
36 51%	12 24%	35¼ 52¾	22% 36%	Erie	7,710 1,500	341/6 51%	321/4 50 +	501/2 18	h
6234	16 111 113%	43¼ 161¾ 148¼	2816 15016 13656	General Electric Co Great Northern, pr	8,100 25,100	161% 147%	15934 145	16034+ 13 14634+ 3	a
154	481/2 1221/2	74 149	65%	Great Northern subs	9,000	7314	14614	73 + % 147 - %	展
20 491/4	63/4 171/8	19 4938	115% 36%	InterMetropolitan InterMetropolitan pr	10.700	161/4 451/4	16 44¼	16% - 1/8 4478 - 78	b
1314	8 47	00	4736	International Paper International Paper, pr.	1.020	13% 60 47%	5814 6814	1372 + 78 60 + 214 47 - 14	a
7215	18 46 8714	48% 74% 140%	67 % 121	Kansas City and South Kan. City and South., pr Louisville and Nashville	2,500	7374	461/4 731/4 1351/4	73% 74 139%+ %	0
4%	12074	16315	142	Manhattan El	1,325 4,925	147 814 2514	147	147	c
2614	7 16 15	27% 42	21 21	Merchant Marine, pr Metro, Street Railway	6,000 100	27	24% 27	2484 27 — 3	G
151/2	1714 46	44 % 75¼	800/7 LB90/25	Mo., Kan. and Texas Mo., Kan. and Tex., pr	400	42% 78%	42 72%	7294 94	s t
1736 12 1017	281 <u>/4</u> 36 871/4	90¼ 109¼	65 711/4 1023/4	Missouri Pacific National Lead National Lead, pr New York Central	6,400	88¼ 107¼	8715 10514	88 + % 10614-	b
6 1774	901/5	1323	12014	New York Central N. Y., Ont, and Western	22,160 6,240	1311/4 49/4	12984 4834	131 4914	n
514 S	(4) 74	91½ 88		Norfolk and Western Nor. and Western pr	5,140 200	911/4 871/4	90 8736	91 + % 8714 + 116	i s
014	116% 24	147 % 36%	133¼ 29¼	Northern Pacific Pacific Mail Pennsylvania Railroad	1,550 27,570	146% 29% 12514	291/2 18384	147%+ 2 29%+ % 136%+ %	d
1914	108%	139% 118% 43%	10114	People's Gas and Coke	5,300	135½ 115¼ 42¼	114%	115 — %	g
214	17¼ 69 147	1914 1914	163.	Pressed Steel Car Pressed Steel Car, pr Pullman Palace Car	2,256 2,256	191¼ 191¼	188 188	191%+ 3% 191%+ 3%	i t
914	2334 75	48% 107	3214 9775	Ry. Steel Spring Ry. Steel Spring, pr	2,010	106	43 105	43 — ¾ 106	1 11
31/4		15934 10434	CO	Danding 2d pr	950	1001/	100	105 75 + 55 102 74 - 124 25 75 + 25 102 74 - 124 25 75 + 25 102 75 - 25 102 75	
9 - 15 - 15 - 15 - 15 - 15 - 15 - 15 - 1	14% 63 10%	25% 91	16% 67% 20%	Republic Iron and Steel. Republic I. and S., pr	11,450	28% 91 33%	261/4 861/4 313/4	91 + 4%	s
25	20% 36	34 72% 83%	57% 68	Republic I. and S., pr Rock Island	11,510 11,200	#E21/	7034 •7934	70%- % -83 + 414	a
21/2 51/4	Carlo	12455	114%	Southern Pacific Southern Pacific, pr	167,850 2,706	1241/2	1211/8 125	$123\frac{1}{4} + 1\frac{1}{4}$ $126\frac{1}{8} + 2\frac{1}{8}$	i
714	106% 9¼ 25¼ 25¼ 12¾	32 71¼	60	Southern Pacific, pr Southern Railway Southern Railway, pr Tennessee Copper	9,800	32 7114	29 74 69 41%	82 + 1% 70% + 1%	a
754 456	12%	49 3734 1904	30	Texas Pacine	3,100	4314 3414	33%	341/4— 1/4 1891/4— 1/4	C
11/4 17/4	110½ 79¼ 17½	381/2 409/4 112	17255 94 "7	Union Pacific, pr United States Rubber	1,890 3,800	33 L 33 L 33 L 33 L 33 L	33% 187% 96% 38%	9714+ 14	a g
614	76 42	112 79	98 6714	Union Pacific, pr	2,738 1,525		110 77¼	110%+ %	a
6 514 874	25% 87%	79 60% 120% 51%	4114 107	United States Steel	25,900	120	77¼ 56¼ 118‰	60¼+ 3% 120 + 1¼	I
5	31	1197	40% 114	VaCar. Chemical VaCar. Chemical, pr Va. Iron, Coal and Coke	200	119	49% 118% 63	119 - %	o n
18 1084 1284	43 634 13	65 201/2 531/4	67 15 41	Wabash	4,000 17,925	2014 5156	19% 49%	$\begin{array}{c} 97\sqrt{4}+\frac{14}{4}\\ 39\sqrt{8}+\frac{16}{2}\\ 110^{3}4+\frac{16}{4}\\ 78\sqrt{4}\\ 78\sqrt{4}+\frac{3}{6}\\ 120+1\sqrt{4}\\ 51+1\sqrt{4}\\ 51+1\sqrt{4}\\ 51-1\sqrt{4}\\ 20+\frac{14}{4}\\ 51-\frac{16}{4}\\ 19-\frac{16}{4}\\ 119-\frac{16}{4}\\ 119-$	1
134	41 Ex-divide	7814	64 Cotal s	West, Union Telegraph. ales for the week, 3,004.61	14,000 0 share	78	751/2	761/2 1 1 2	a t
				ND MARKET OF THE					a n
				ilway and Miscellancous					围

Railway and Miscellaneous Bonds.							
	69.	Sale	s in	High.	Low	Close, ch,	
High.	80	\$1.0 531	s in Allis-Chalmers fives American Cotton Oil 4½s American Tobacco fours American Tobacco sixes Amer_Tel. and Tel. col. fours Atch., T. and S. Fe gen. fours Atch., T. and S. Fe adj. fours Atlantic Coast Line fours Atlantic Coast Line fours Atlantic Coast Line I, and N. fours.	881/4	8674	88 + 11/4	
95 80%	96 74	19 274	American Cotton Oil 4½s	98 8046	971/4		
11214	104½ 91½	103	American Tobacco sixes	1121/2	112	801/4+ 1/4 11/21/4+ 1/4 961/4	
56 10144	91% 100%	5 99	Amer. Tel. and Tel. col. fours	10114	95¼ 100¾	961/4	
\$514	92	5	Aton, T. and S. Fe adj. fours	93%		101 + 1/8 93%	
9794	941/2	44 77	Atlantic Coast Line fours. Atlantic Coast Line, L and N fours. Baltimore and Ohio prior lien 3½s. Baltimore and Ohio gold fours. Baltimore and Ohio 3½s, reg.	971/8 91	97 91	97 - 1/4	
9414	93	33	Baltimore and Obio prior lien 31/28	9446	9416	941/4	
10158	100%	66	Baltimore and Ohio gold fours	101½ 93	101 93	1011/2- 1/8	
99	77	179	Bethlehem Steel fives		59		
85% 108	811/2 1011/2	413 5	Brooklyn Rapid Transit con, fours	8814 10736 11012	881/8 1061/2 1101/2	88½ 106½—1	
111	108%	200 TO 10 TO	Bathlehem Steel fives	1101/2	1101/2		
80 73	79 621/2	30	Central of Georgia Railway first inc.,	791/3 73	791/2 68	(372- 72)	
117	114%	a) - 5	Chesapeake and Ohio con. fives	115%	11514	11D-24-1-10-5x-1	
100%	104	27	C and O R and A first con fours.	1061/4	105 100		
10334	10114	68	Chesapeake and Ohio rfg. fives, ctfs	10214	102		
10458	10256 9134		Chi, Mil, and St. Paul gen, fours, s. A.	915	1041/4 915/6	10432 91%+ 1/4	
9294 9494	921/2	36	Chicago and Northwestern gen. 31/48	92%	9234 9754 9734	92%	
98% 99	9714	60	Colorado Southern fours	98	97%	97% - 1/8 98	
1001/8	344	216	Colorado Southern 41/s	99%	9374	99%+ 1/8	
80 103	75 101%	3	Con. Gas of Chicago first fives	102	50 102	80 102	
107% 102%	100	100	Delaware and Hudson cvt. fours	107	10514	.1061/2 11/4	
953%	101 925%	276	Denver and Rio Grande ref. fives	94 %	1024 944	102 % 94%+ %	
981/2 783/4	96 74	8 191	Denver and Rio Grande fours	971/2	9654	971/2	
11.47%	12134	131	Erie first con. sevens	124%	1214	77%+ %	
86 91	63 85	291	Erie con. fours, series A	86	MEL SERVE	12474 8574+ 274	
70 %	601/2	11 37	Erie gen. lien fours	79	00% 78%	90 % + % 78% - %	
1531/4 1011/5	136 9956	61 30	General Electric fives	14314	1421/2	78% - % 143 + 1 100¼ - %	
8198	761/2	628	Central of Georgia Railway first inc. Central of Georgia Railway dinc Chesapeake and Ohio con. fives Chesapeake and Ohio con. fives Chesapeake and Ohio gen. 4½8. C. and O., R, and A first con. fours Chesapeake and Ohio rfg. fives, cffs Chi, Mil. and St. Paul gen. fours, s. A Chi., Mil. and St. Paul gen. 3½8, s. B Chicago and Northwestern gen. 3½8. Clev. Cin., Chi. and St. L. gen. fours. Colorado Southern fours. Colorado Southern fours. Con. Tobacca fours Con. Gas of Chicago first fives. Delaware and Hudson cvt. fours Delaware and Hudson rfg. fours. Denver and Rio Grande ref. fives. Denver and Rio Grande ref. fives. Denver and Rio Grande fours. Erie first con. sevens Erie con. fours, series A. Erie prior llen fours. Erie gen. llen fours. Erie gen. llen fours. General Electric fives. Illinois Central rfg. fours. Int. Metropolitan 4½8. Kansas City South, first threes. Louisville and Nashville uni fours. Manhattan Railway con, fours. Manhattan Railway con, fours. Manhattan Railway gon, fives. Meycan Central con fours Meycan Central con fours Mey Kan and Texas first fours.	7914	1421/2 10)1/4 781/2	78½— % 75 + ¼	
76½ 117½	72%	15 1	Kansas City South, first threes	751/k	75 116%	78½— 66 75 + ¼	
10214	100%	43	Louisville and Nashville uni. fours	1011/4	ACTUAL CLASS TAKES	115% - 1/4 1011/4 + 1/8 90% - 1/8	
100%	98 9874	13	Manhattan Railway con, fours,	10014	1003	2313 1/2 1/2	
SS	8314	4	Metro. Street Railway gen. fives	86%	99½ 100¾ 86¾ 735% 94¼ 99% 875%	1001/3 86%— 1/8 74 + 1/8 95% + 11/8	
95%	71 84	379 49	Merchant Marine 4½s	9534	73%	86% — 1/8 74 + 1/8 95% + 1/8	
10015	9854	65	Mo., Kan, and Texas first fours	10014	99%	高级 400 的复数经济的	
85% 99%	7834	5 63	Merican Marine 44% Merican Central con fours Mo., Kan. and Texas first fours Mo., Kan. and Texas second fours Missouri Pacific fours New York, Ont. and Western fours Norfolk and Western con fours		83	871/2 83	
99%	98 98	36	New York, Ont. and Western fours	831/6 99% 98%	9914	9974+ 16	
95	93	81 6	Norfolk and Western div. fours	9894	98 94	981/2 94	
9914	931/6	243 83	Norfolk and Western cvt. fou	9834	98	98 - 14	
74%	74 20	28	Northern Pacific gen, threes	102% 74%	102% 74%	74%	
10514	10414	9 48	Pennsylvania Railroad 448	105%	106%	102% 74% 106%— 14	
10154	9714	5	New York, Ont. and Western fours Norfolk and Western con. fours Norfolk and Western cit. fours Norfolk and Western cit. fours Northern Pacific first fours Northern Pacific gen, threes Pennsylvania Raliroad 4½8 Pennsylvania Raliroad fours, 1948 Pennsylvania Raliroad cours, 1948 Pennsylvania Raliroad cours, 1948 Pennsylvania Raliroad cours, 1948 Pennsylvania Raliroad cours, 1919 Pennsylvania Raliroad cours, 1919 Reading gen, fours Reading gen, fours Reading gen, fours, reg Republic Iron and Steel fives Seaboard Air Line fours Seaboard Air Line fours Southern Pacific col fours	100%	106% 101% 100% 97%	100 *** ***	
97% 100%	94% 99%	283 101	Pennsylvania Railroad cvt. 31/2s, 1915	100	971/8	971/8	
100	981/4	5	Reading gen. fours, reg	100	100	100 + 114	
100%	98 6314	15 293	Republic Iron and Steel fives	100 86%	100 9914 8114 9914 1125; 8256 10256	100 + 1¼ 100 + ¾ 84¼ - %	
9934	9534	19	Seaboard Air Line fives	99%	99%	99%	
113	106	19 75	Southern Pacific col fours	93	911/4	92 + 14 112% - 14	
8234 10334	16	385 2	Southern Rallway fours	11214 8314	82%	92 + 14 112% - 14 83 + 14 102% - 14	
76	1011/4	23	Texas and Pacific first fives	102%	102% 70	102% ¼	
104	102	46	Scaboard Air Line lives. Southern Pacific col. fours. Southern Railway con. fives. Southern Railway fours. Tennessee Coal and Iron gen. fives. Texas and Pacific first fives. Union Pacific first fours. Union Pacific first fours.	10314	102 %	103	
10456	1021/8	107	United States Steel fives	10456	9934 1044	104%+ 14	
164% 164%	10156	122	United States Steel s. f. fives, reg	104%	104% 104%	104 % + 4 % 104 % + 4 % 104 % + 4 % 104 % + 4 % 104 % + 1 % 104 % + 1 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % 104 % + 1 124 % + 1	
9714	1394	187	Virginia-Carolina Chemical fives	9714	101 V	97/21	
11416	111.74	2.	Virginia Iron, Coal and Coke fives	087	00	9612+ 94	
105	1021/2	1	Wabash second fives	104	1121/4		
9244	otal s	ales f	Union Pacific first fours. Union Pacific fig. fours. United States Steel fives. United States Steel fives. United States Rubber sixes. United States Rubber sixes. Virginia-Carolina Chemical fives. Virginia Iron, Coal and Coke fives. Wabash first fives. Wabash second fives. Western Union fours. Or the week, including \$1,082,00 governments.	911/6	104 91		
were	\$22,108	,000.	governmen	.c. And	munic	ipal bonds,	

by the government of my own country I am still patriotic enough to want tter it has entered the orject to be I am still patriotic enough to wan my native land to have the first chance at this torpedo," he said.

Buying Prompted by High Cables

and the property of the proper

lowed Now York in this movement, arter prices got up to the neighborhood of 101-2 cents, some of these investment buyers, and spot dealers, who had loaded up heavily, began to sell to secure their profits. Just about that time the continued drought in Texas of the late whiter and early spring began to attract attention to the uncertainty of a start for the new crop.

Financial.





1104 EAST MAIN STREET

MONEY TO

Life Insurance Co. of Virginia

on desirably located business or residence prop For terms and conditions call on or address.

Mr. J. T. LAWRENCE, HOME OFFICE, RICHMOND, VA.

AN EASY TASK

No Difficulty to have money. It t with \$1 and watch it grow. Savings Bank of Richmond 1117 East Main Street.

Kailroads.

Southern Railway.

Southern Railway.

TRAINS LEAVE RICHMOND.

N. B.—Following schedule agures published as information and not guaranteed:
6:20 A. M.—Daliy—Local for Charlotte.
11:00 A. M.—Dally—Limited—Buffet Broiler to Atlanta and Birmingham, New Orleans, Memphis, Chatineoga, and all the South. Through coach for Chase City, Oxford, Durham.
6:00 P. M.—Ex. Sunday—Keysville Local.
12:30 A. M.—Dally—Limited, for all the South. Pullman ready 9:30 P. M.

YORK RIVER LINE.
12:15 P. M.—Monday, Wednesday and Friday—Local to West Point,
2:15 P. M.—Ex. Sunday—Local to West Pt., Connecting for Baltimore Mon., Wed, and Friday—Local to West Point,
4:30 A. M.—Ex. Sunday—Local to West Pt., TRAINS ARRIVE RICHMOID.
From the South: 7:00 A. M., 5:20 P. M.,
daily (Express).
Sid A. M., Ex. Sunday—Local to West Pt., Condity (Express).
S. E. BURGESS, D. P. M.,
8:20 E. Main St. Phone 455.